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## REMARKS

By this amendment, claims 1, 11 and 16 have been amended. Claim 20 has been added.

Claims 1-20 are currently pending in the application. Reconsideration and allowance of all of the claims are respectfully requested in view of the following remarks.

### In regard to paragraphs 1-2 – Claim Rejection Under 35 USC § 102

The Examiner has rejected claims 1, 2, 4, 6, 7, 9, 11, 12, 14, 16 and 18 under 35 U.S.C. 102(b) as being anticipated by Silk. The Applicants respectfully submit that this rejection has been addressed and overcome by the present amendment.

The Examiner's attention is respectfully directed to the following portion of claim 1:

A second shaft supported by the engine mount and passing therethrough, the second shaft being operatively connected to the output shaft.

The Applicants respectfully submit that this element of claim 1 is not taught by Silk. The Examiner's attention is directed to Figure 4 of Silk, from which it is apparent that the engine mount 114, 116 of Silk is in no way capable of supporting a shaft passing therethrough. In addition, Silk nowhere teaches an engine mount of any particular design, and in particular Silk does not teach an engine mount capable of supporting a shaft passing therethrough. As such, Silk does not teach the above element of claim 1.

As such, the Applicants submit that the Examiner's rejection of claim 1, and claims 2, 4, 6, 7 and 9 depending therefrom, as being anticipated by Silk is improper and should be withdrawn.

The Examiner's attention is additionally directed to the following portion of claims 11 and 16:

A speed reduction mechanism connected to the engine mount and passing therethrough, the speed reduction mechanism having an input shaft and an output shaft.

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The Applicants respectfully submit that this element of claims 11 and 16 is not taught by Silk. As argued above in respect of claim 1, Silk does not teach an engine mount having any particular design, and in particular Silk does not teach an engine mount capable of being connected to a speed reduction mechanism passing therethrough. As such, Silk does not teach the above element of claims 11 and 16.

As such, the Applicants submit that the Examiner's rejection of claim 11, and claims 12 and 14 depending therefrom, as well as claim 16, and claim 18 depending therefrom, as being anticipated by Silk is improper and should be withdrawn.

In regard to paragraph 3 – Claim Rejection under 35 USC § 102

The Examiner has rejected claims 1-3, 6, 7, 9, 11-13, 16 and 17 under 35 U.S.C. 102(b) as being anticipated by Korenjak. The Applicants respectfully submit that this rejection has been addressed and overcome by the present amendment.

The Examiner's attention is respectfully directed to the following portion of claim 1:

A second shaft supported by the engine mount and passing therethrough, the second shaft being operatively connected to the output shaft.

The Applicants respectfully submit that this element of claim 1 is not taught by Korenjak. Korenjak is directed to a "parking gear assembly for an all terrain vehicle" (title). The only mention of an engine mount by Korenjak is in paragraph 0028: "The engine 10 is designed to be mounted preferably on a frame 26 of an ATV 28." It will therefore be apparent that Korenjak does not teach an engine mount having any particular design, and in particular Korenjak does not teach an engine mount capable of supporting a shaft passing therethrough. As such, Korenjak does not teach the above element of claim 1.

As such, the Applicants submit that the Examiner's rejection of claim 1, and claims 2, 3, 6, 7 and 9 depending therefrom, as being anticipated by Korenjak is improper and should be withdrawn.

The Examiner's attention is additionally directed to the following portion of claims 11 and 16:

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A speed reduction mechanism connected to the engine mount and passing therethrough, the speed reduction mechanism having an input shaft and an output shaft.

The Applicants respectfully submit that this element of claims 11 and 16 is not taught by Korenjak. As argued above in respect of claim 1, Korenjak does not teach an engine mount having any particular design, and in particular Korenjak does not teach an engine mount capable of being connected to a speed reduction mechanism passing therethrough. As such, Korenjak does not teach the above element of claims 11 and 16.

As such, the Applicants submit that the Examiner's rejection of claim 11, and claims 12 and 13 depending therefrom, as well as claim 16, and claim 17 depending therefrom, as being anticipated by Korenjak is improper and should be withdrawn.

In regard to paragraph 4 – Claim Rejection under 35 USC § 102

The Examiner has rejected claims 1-3, 6, 7, 10-13, 16 and 17 under 35 U.S.C. 102(b) as being anticipated by Tsutsumikoshi. The Applicants respectfully submit that this rejection has been addressed and overcome by the present amendment.

The Examiner's attention is respectfully directed to the following portion of claim 1:

A second shaft supported by the engine mount and passing therethrough, the second shaft being operatively connected to the output shaft.

The Applicants respectfully submit that this element of claim 1 is not taught by Tsutsumikoshi. The Examiner's attention is directed to Figure 4 of Tsutsumikoshi, from which it is apparent that the engine mounts 113 and 114 of Tsutsumikoshi are in no way capable of supporting a shaft passing therethrough, and in particular the location of the crank shaft 61 is remote from the engine mounts. In addition, it is apparent from Figure 3 of Tsutsumikoshi that the output shaft 90 from the transmission is remote from the engine mounts and does not pass therethrough. Furthermore, Tsutsumikoshi nowhere teaches an engine mount of any particular design, such as a design capable of supporting a shaft passing therethrough. As such, Tsutsumikoshi does not teach the above element of claim 1.

As such, the Applicants submit that the Examiner's rejection of claim 1, and claims 2, 3, 6, 7 and 10 depending therefrom, as being anticipated by Tsutsumikoshi is improper and should be withdrawn.

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The Examiner's attention is additionally directed to the following portion of claims 11 and 16:

A speed reduction mechanism connected to the engine mount and passing therethrough, the speed reduction mechanism having an input shaft and an output shaft.

The Applicants respectfully submit that this element of claims 11 and 16 is not taught by Tsutsumikoshi. As argued above in respect of claim 1, Tsutsumikoshi does not teach an engine mount having any particular design, and in particular Tsutsumikoshi does not teach an engine mount capable of being connected to a speed reduction mechanism of any kind. As such, Tsutsumikoshi does not teach the above element of claims 11 and 16.

As such, the Applicants submit that the Examiner's rejection of claim 11, and claims 12 and 13 depending therefrom, as well as claim 16, and claim 17 depending therefrom, as being anticipated by Tsutsumikoshi is improper and should be withdrawn.

In regard to paragraphs 5-6 – Claim Rejection under 35 USC § 103

The Examiner has rejected claims 5, 15 and 19 under 35 U.S.C. 103(a) as being unpatentable over Tsutsumikoshi in view of Aiba. The Applicants respectfully disagree.

The Examiner's attention is respectfully directed to the following portion of claim 1:

A second shaft supported by the engine mount and passing therethrough, the second shaft being operatively connected to the output shaft.

As argued above, the Applicants respectfully submit that this element of claim 1 is not taught by Tsutsumikoshi. The Applicants additionally submit that this element is not taught by Aiba.

The Examiner's attention is directed to Figure 1 of Aiba, from which it is apparent that the engine mounts 3 of Aiba are in no way capable of supporting a shaft. In addition, Aiba nowhere teaches or motivates an engine mount of a design capable of supporting a shaft. As such, Aiba neither teaches nor suggests the above element of claim 1.

In view of the foregoing, at least one element of claim 1 is not taught by Tsutsumikoshi or Aiba, alone or in combination. As such, Applicant submits that Examiner

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has not established the three basic criteria for a prima facie case of obviousness under MPEP 2143. Therefore, the Examiner's rejection of claim 5, which depends from claim 1, should be withdrawn.

The Examiner's attention is additionally directed to the following portion of claims 11 and 16:

A speed reduction mechanism connected to the engine mount and passing therethrough, the speed reduction mechanism having an input shaft and an output shaft.

As argued above, the Applicants respectfully submit that this element of claims 11 and 16 is not taught by Tsutsumikoshi. The Applicants additionally submit that this element is not taught by Aiba.

The Examiner's attention is directed to Figure 1 of Aiba, from which it is apparent that the engine mounts 3 of Aiba are not capable of being connected to a speed reduction mechanism of any kind. In addition, Aiba nowhere teaches or motivates an engine mount of a design capable of being connected to a speed reduction mechanism. As such, Aiba neither teaches nor suggests the above element of claims 11 and 16.

In view of the foregoing, at least one element of claims 11 and 16 is not taught by Tsutsumikoshi or Aiba, alone or in combination. As such, Applicant submits that Examiner has not established the three basic criteria for a prima facie case of obviousness under MPEP 2143. Therefore, the Examiner's rejection of claim 15, which depends from claim 11, and of claim 19, which depends from claim 16, should be withdrawn.

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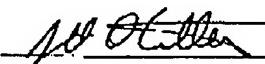
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In view of the above remarks, the Applicant respectfully submits that all of the currently pending claims are allowable and that the entire application is in condition for allowance.

Should the Examiner believe that anything further is desirable to place the application in a better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number listed below.

Respectfully submitted,

  
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